

277 (5)

THIRD REPORT

OF

THE COMMITTEE

APPOINTED BY

The Right Honourable the Governour of Bengal

FOR THE

ESTABLISHMENT OF A FEVER HOSPITAL,

AND FOR INQUIRING INTO

**LOCAL MANAGEMENT AND TAXATION
IN CALCUTTA.**

Calcutta:

BISHOP'S COLLEGE PRESS.

1847.

1890

Q

1891

1892

1893

1894

Abstract of the Report.

	<i>Page</i>
I. Preliminary observations,	1
II. Committee to report upon the Clinical Hospital, ...	Ibid.
III. Papers received by the Committee relative to certain Municipal Laws proposed by the late Mr. McFarlan, then Chief Magistrate of Calcutta,	Ibid.
IV. Two subjects of the above Papers referred by the Go- vernment to the Municipal Committee for their opi- nion,	Ibid.
V. Committee report upon the Clinical Hospital,	Ibid.
VI. Return of diseases treated in the Male and Female Hospitals of the Medical College,	Ibid.
VII. Medical College Hospital inadequate to the reception of the Patients resorting to it,	3
VIII. Design of a New Medical College by Major Goodwyn, ...	5
IX. Transfer by the Committee of the Fever Hospital Funds to the Council of Education,	7
X. The recommendation of Dr. Mouat and Major Goodwyn to abandon the present site of the Medical College and its Hospitals,	8 and 9
XI. Inquiry into the necessity of passing a Law for the Regulation of Ferry-boats and a Law to prevent the Obstruction of the Publick Ghauts,	9 to 20
XII. Opinion of the Committee on the evidence,	21
XIII. Boats plying in the River for other purposes than that of Ferrying passengers across,	Ibid.
XIV. Committee recommend the appointment of a Commis- sion to point out in detail the Regulations they should concur in proposing,	23
XV. Postscript referring to subjects of the Committee's 2nd Report,	24

Page 10

The first part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the structure of the atom is determined by the laws of quantum mechanics. The second part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the structure of the atom is determined by the laws of quantum mechanics. The third part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the structure of the atom is determined by the laws of quantum mechanics.

THIRD REPORT

Of the Committee appointed by the Right Honourable the Governour of Bengal for the establishment of a Fever Hospital, and for inquiring into Local Management and Taxation in Calcutta.

TO THE HONOURABLE THE DEPUTY GOVERNOUR OF BENGAL.

AT the conclusion of their First Report, your Committee stated, that they had not been able to extend their inquiries to the various questions relating to the Drainage of the Salt Water Lake, upon which the Government had been pleased to refer to them several papers—but that to the consideration of those papers, and the questions connected with that important and difficult measure, as well as to the reporting upon the new Clinical Hospital, your Committee would forthwith address themselves, making them the subject of a Supplementary Report.

Upon the questions relating to the Drainage of the Salt Water Lake, and arising out of the papers directed by His Honour the Deputy Governour of Bengal to be transmitted to them, your Committee have had the honour to report in their Second Report, of date the 7th August 1846.

At the close of this Report your Committee stated, that they had had the honour to receive a considerable time ago from the Government of Bengal, Papers relative to certain Municipal Laws, proposed by the late Mr. McFarlan, then Chief Magistrate of Calcutta, which the Government of India had directed to be forwarded to the Deputy Governour of Bengal, with a request, that the necessary communications relative thereto might be made to your Committee—that these papers were taken into consideration by the Honourable the President in Council on the 27th February 1838—that two of the matters only, to which the measures proposed related, the opinion of your Committee was desired upon, *viz.* First, the necessity of proposing a Law for the regulation of Ferry Boats plying between Calcutta and the opposite bank of the River; and Secondly, A Law to prevent the obstruction of publick Ghauts—and that some further inquiry being necessary in regard to the practical means of regulating these Ferry Boats and removing this obstruction, your Committee would make these matters, and that of the new Clinical Hospital, the subject of a short Supplementary Report.

Your Committee accordingly now proceed to report upon them.

2 THIRD REPORT OF THE COMMITTEE ON THE

First, The Constitution of the Clinical Hospital and the amount of the actual and probable future benefits which are and will be derived from that Institution, and the addition to it of a Fever Hospital or Ward, which has been proposed by the Council of Education, in conjunction with your Committee.

The excessive insalubrity of the City and Suburbs, and the amount of medical treatment and care bestowed upon the Native population, have been stated by your Committee in their First Report, and will also be found in the Abridgement of that Report, printed in the year 1845.

From that Report it appears, that the medical and surgical charities existing previous to 1838 were the Native Hospital, the Calcutta General Hospital, the Police Hospital, the Leper Asylum, the Insane Hospital, and the Eye Infirmary—that of these the Police Hospital was only accessible to the entirely destitute, who were found helpless and houseless in the Streets, and who were carried there as a matter of Police by its Officers—and that the Native Hospital being intended for surgical cases, its accommodation for medical cases was necessarily very limited, and their admission not free from inconvenience with reference to its principal object.

These two Institutions, therefore, were the only ones which could contribute in any degree to the purpose of a General Hospital for the reception of Native patients—although the Police Hospital was open to the admission of European Male patients, as well as Natives of both sexes. The General Hospital is limited to the reception of Europeans and Americans under certain regulations, in addition to the patients it receives as a Military Hospital. Upon this institution your Committee were prohibited by the then President in Council, for reasons which are mentioned in their First Report, from reporting very full, and, as they thought, important inquiries which they had completed.

A Medical College having been opened in April 1835, the Council of that College submitted to the General Committee of Publick Instruction, on the 9th of March 1837, a Report, of which the object was to recommend that an Hospital might be established near the Medical College, in order that the pupils might have the benefit of Clinical instruction.

The General Committee of Publick Instruction considering this arrangement very desirable and necessary, recommended it for adoption to the Right Honourable the Governor General in Council, by a Letter addressed to the Secretary to the Government, of the 15th of March 1837. This proposition was readily adopted by the Government.

The proposed Clinical Hospital was opened in April 1838, consisting then of one Ward. Since that time it has been increased by subsequent additions to its present size.

It consists at present of two Hospitals attached to the Medical College and situated within its walls, the one for Males and the other for Females.

The former is a General Hospital for the admission of medical and surgical cases indiscriminately, with the exception of small-pox and contagious diseases: the latter is an obstetrick, as well as a General Hospital for women and children.

Upon this your Committee would remark, that it were advisable to separate the medical and surgical cases, and that there ought to be provision made for the reception of cases of small-pox, and contagious diseases. It should also appear advisable that cases of midwifery should be kept apart from those of women and children suffering under general disease.

Appendix (K)
page 108, No.
XXXIII.
Appendix (B)
page 16 No. 10. (B)

Ibid.—page 16,
No. 10. (A)

Appendix (K)
p. No. XXXIII.

Ibid.—page 26,
No. XIV.

FEVER HOSPITAL AND MUNICIPAL INQUIRY. 3

Returns of Diseases treated in the male and female Hospital of the Medical College during the year from 1841 to February 1846, and the results, will be found in Appendix (K) from page 39 to page 75. It appears from these Tables that the number admitted during these years was, of

Europeans,	5,347
Of whom there died,	603
And were discharged,	4,536
And of Natives admitted,	5,149
Died,	550
Discharged,	4,620

Appendix (K)
pages 57 to 62.

These Returns do not show of the numbers discharged, how many were cured, and how many left the Hospital, either of their own accord, or as being cases which were considered to admit of no further treatment with the chance of success. It appears, therefore, that the amount of mortality, compared with the numbers admitted, may be taken at 9 per cent., and as nearly as possible equal in the cases of Europeans and Natives. But of the Europeans 75 per cent. are medical cases, while of Native cases the number of medical and surgical cases is nearly equal. At Rome, in an equally malarious country, though cooler climate, the deaths in Hospital are 10 per cent. In the General Hospital of Calcutta they are 14·6 per cent. [First Report suppressed sheets, page 243, Appendix (F).]

Making every allowance for the possible number of patients who left or were discharged uncured, the extensive utility of this Hospital cannot be doubted. Dr. Mouat states, that the great majority of the cases enumerated in the list either were discharged cured, or died—that some few left the Hospital before their cure was completed—but in general the opinion of the medical Officer guided them.

Ibid.—page 27.

But it appears, that this Hospital is so far from being adequate to the reception of the patients who would willingly resort to it, that, from the Male Hospital being separated into two nearly equal divisions, one of which is assigned to Christians, and the other to Native patients, the largest and most numerous class of patients consists of European seamen, while the Hindoos stand only second in regard to number, the Mohammedans third, and the Native Portuguese Christians last: whereas, if there were more room, Dr. Mouat reports, that the Native patients would be by far the most numerous.

It appears that of Native patients the proportions of medical and surgical cases being nearly equal is the result of the inadequate accommodation afforded by the Hospital, not of an equality in the relative occurrence of the two great classes of disease.

Dr. Mouat says, that there is one Ward devoted to medical, and another of similar dimensions to surgical cases of Native patients, and that he has no doubt that a much larger number of both would be admitted, if the Hospital could contain them; and that certainly the preponderance in that case would be of medical over surgical cases.

Ibid.

Nearly all the admissions, he says, are voluntary applications for relief; those from accidents, wounds, poisoning, &c. sent in by the Police, not being more than one in twenty.

Ibid.—page 28.

He says, that the number of applicants for relief by far exceeds the means of accommodation afforded by the Hospital in the proportion of at least 3 to 1; and that the average monthly admission of Native patients is about 75, whereas, in even ordinary times of sickness, he has reason to believe, that at least 200 beds, if not a larger number, would be occupied.

Ibid.

4 THIRD REPORT OF THE COMMITTEE ON THE

There can no longer, therefore, exist in the mind of any reasonable man the doubt, which your Committee long since thought themselves warranted to discard, viz., that there is any greater disinclination amongst the Native inhabitants of Calcutta than exists elsewhere, to the taking advantage of the benefit held out by a well-conducted Hospital in cases of medical and surgical suffering.

Appendix (K)
page 4, No. 1.e.

Your Committee, therefore, will be excused for the deep regret they felt and continue to feel, at the answer they received on the 10th of May 1843 from the then Deputy Governour of Bengal, to the wish they humbly expressed to be made acquainted with the intentions of the Government, relative to the contribution the Government was disposed to make in aid of the private subscription obtained for the establishment of a Fever Hospital, viz. that, adverting to present financial considerations, His Honour deeply regretted that Government was debarred from incurring any avoidable expense, although the Letter also said that His Honour was fully sensible of the importance of the object proposed by the Committee.

Ibid.—page 2, No.
1. a. (1)

This Correspondence arose from a request addressed to the Chairman by the Governours of the Native Hospital, on the 21st of February 1843, that he would ascertain whether it would be consistent with the views of the Fever Hospital Committee to apply the Funds in their hands for the erection of a Fever Hospital, to the erection of a Fever Ward attached to the Native Hospital.

Ibid.—page 3, No.
1. c. (1.)

The Chairman having laid this matter before them, your Committee thought, that, keeping in view their Report submitted to Government on the 7th of January 1840, it was proper, before replying to the proposition of the Governours of the Native Hospital, to submit that proposition to His Honour the Deputy Governour of Bengal, upon whose reply that of your Committee to the Governours would much depend.

Ibid.—page 3, No.
1. d.

On the 5th of April 1843, the Chairman addressed a Letter to the Secretary to the Government of Bengal, transmitting to him copies of the Letters which had passed between the Committee and the Governours of the Native Hospital: and informing him that the subscriptions received for the Fever Hospital in the hands of the Committee's treasurer, the Union Bank, amounted on the 31st December 1842, to Co's. Rs. ... 52,037 5 5 And that the amount of subscriptions not yet received

was on the same date, Co's. Rs.	6,675	7	9
---------------------------------	-----	-----	-------	---	---

Total,	58,712	13	3
--------	--------	----	---

and, referring to the Report of your Committee, of date the 7th of January 1840, upon the manner in which the subscriptions for the Fever Hospital originated, and the grounds upon which they were obtained, the views taken by Government at that time on that subject, and their general Report relative to the establishment of a Fever Hospital, he stated that the Committee, not having received any intimation of the intentions of Government relative to the contribution the Government was disposed to make in aid of the private subscriptions obtained, thought they could not with propriety dispose of the Funds in their hands, which they had retained with the knowledge and sanction of the Government, without first obtaining the approbation of the Government.

Ibid.—page 4, No.
1. e.

In the Letter of the 10th of May 1843 above-mentioned, the Deputy Governour's full consent was expressed that the Committee should expend the Funds at their disposal, in such manner as might seem to them best fitted to carry out the views of the subscribers.

On the 25th of October 1843, Dr. Mouat, who is Secretary to the Council of Education, addressed a Letter to the Chairman, stating, that he was told that certain Funds belonging to the Fever Hospital Committee, which he styles by mistake the late Fever Hospital Committee, were then lying idle, that they were very much in want of a large Native Hospital to the Medical College, being from the limited size of their present Hospital compelled to send away a large number of applicants suffering from Fever, Dysentery, and a variety of other severe and dangerous maladies, and requesting permission to wait upon the Chairman upon this subject.

Appendix (K).
page 13, No. IV.

The Chairman had an interview with Dr. Mouat accordingly.

On the 26th of April 1844, the Chairman addressed a Letter to Dr. Mouat, in which with reference to Dr. Mouat's communication of the 25th of October preceding, he stated the correspondence of the Committee with the Government above-mentioned, and that the Committee had also received from the Governours of the Native Hospital an application of the same nature with that of the Medical College, and were, therefore, desirous of ascertaining, whether, if the money at their disposal were expended in the erection of a large Native Hospital, or Fever Ward, adjoining the Medical College, the Officers of that institution would undertake to afford to the patients, which such Ward might be capable of receiving, the requisite supplies of provisions and medicines, medical and other attendance necessary to their treatment. The Chairman had the honour to receive, under date the 8th of May 1844, the answer of Dr. Mouat; in which he stated, that the Medical Officers of the institution would gladly afford every aid and attendance to the patients of the Fever Hospital, and furnish it with Clinical Clerks, dressers, and every description of medical attendance, but that with respect to the supplies of medicines and diet, the Council had not the power of granting them without a special reference to Government, which had been sent in.

Ibid.—page 14,
No. IV. b.

Ibid.—page 15,
No. IV. c.

On the 11th of July 1844, Dr. Mouat transmitted to the Chairman the copy of a Letter from the Under-Secretary to the Government of Bengal to the Secretary to the Council of Education, under date the 8th of July 1844, stating that he was directed by the Honourable the Governour of Bengal to inform him, that, if the money now in the hands of the Committee were expended in the erection of a large Native Hospital adjoining the Medical College, His Honour would undertake to provide at the publick charge such establishment and medicines as might be necessary for the support of the institution. On the 6th of August 1844, Dr. Mouat addressed a Letter to the Chairman, by direction of the Council of Education, informing him, that Baboo Muttylohl Seal had munificently presented to the Medical College a slip of ground, extending from the east gate of the College to College Street, as a site for the proposed Fever Hospital, should the Funds for its erection be placed at the disposal of the College.

Ibid.—page 15,
No. IV. d.
Ibid.—page 16,
No. IV. d.(1)

Ibid.—page 16,
No. IV. e.

On the same 6th of August 1844, your Committee met, and resolved, that the sum at the disposal of the Committee, together with such further sums as might be collected of the subscriptions not yet paid in, be appropriated to the erection of a Fever Hospital on the ground mentioned in the Letter under yesterday's [by mistake for this day's] date, to the Chairman from the Secretary to the Council of Education.

Ibid.—page 17,
No. IV. f.(1)

On the 26th of April 1844, the Chairman had addressed a Letter to the Secretary to the Native Hospital, in which with reference to that Gentleman's Letter of the 21st of March 1843, above-mentioned, he informed him of the correspondence with the Secretary to Government, of the application received from the Medical College, and the desire of your Committee, in order to enable them to dispose of the Fund in their hands, to ascertain

Ibid.—page 18,
No. IV. g.

6 THIRD REPORT OF THE COMMITTEE ON THE

whether, if the money were expended in the erection of a Fever Ward adjoining the Native Hospital, the Governours of that institution would undertake to offer to the patients such Ward might be capable of receiving, the requisite supplies of provisions and medicines, medical and other attendance necessary to their treatment. To this Letter the Chairman received an answer from Dr. Stewart, Secretary to the Native Hospital, of date the 10th of June 1844, saying, that in reply he was directed by the Governours to state that, should the amount be sufficient for the purchase of land, building a Ward, and the other necessary charges attendant on keeping up the Ward in a state of efficiency, the Governours would with pleasure undertake the management of such additional Ward.

Appendix (K)
pages 18 & 19, No.
IV. h.

Ibid.—page 20,
No. VI.

On the 28th of February 1845, your Committee received from Dr. Mouat a Letter, stating that the amount then subscribed for the proposed Fever Hospital, [in addition to the Funds in the Committee's hands,] amounted to Rs. 19,055 : 5 : 0. On the same day the above Letter, along with a statement of the Fever Hospital Funds, was submitted to a Meeting of your Committee, showing an aggregate sum of Rs. 75,394 : 2 : 0 available for the erection of the proposed Fever Hospital.

Ibid.—page 20,
No. VII. a.

Taking into consideration the undertaking by the Government of Bengal above-mentioned, and the saving of any outlay for the purchase of land, which arose from the munificent Donation of Baboo Muttylool Seal, and also the advantage that would be derived from connecting the Hospital with the Medical College, for the purpose of Clinical instruction and having had before them the plan of Capt. Goodwyn, the successor of Major Fitzgerald, drawn at the desire of the Council of Education in communication with the Members of the Medical College, with some other plans of a Fever Hospital which the Chairman had received from Dr. Strong with the concurrence as he understood of the Secretary to the Council of Education, which plans he had submitted to Capt. Goodwyn for his remarks and which plans, with those remarks, he submitted to your Committee, your Committee resolved, that they approve of the plan of a Fever Hospital by Capt. Goodwyn, and that, if the Council of Education are prepared to adopt and will undertake the execution of the said plan, with such curtailments as the means available might require, the Funds in your Committee's hands should be at the disposal of the Council of Education.

Ibid.—page 21,
No. VII. a.

The Chairman, therefore, by the direction of the Committee, transmitted, on the 6th of August 1844, to Dr. Mouat, Secretary to the Council of Education, a copy of the Resolution agreed to by your Committee on that day, and informed him, that as soon as the plan of the Hospital was finally approved by the Council of Education, and by your Committee, the Funds to the credit of the latter, in the hands of the Union Bank, would be made applicable to defray the expense of the building.

Ibid.—page 17,
No. IV. f. (1)

From this date to March 1847, no answer was received from the Council of Education.

Ibid.—page 22,
No. VII. a.

On the 16th of that month, the Chairman addressed a Letter to their Secretary Dr. Mouat, calling his attention to the Chairman's Letters of the 26th of April 1844, 30th of May 1844, 6th of August 1844, and 10th of March 1845, relative to the placing at the disposal of the Council of Education the Funds in the hands of your Committee, for the purpose of erecting a Fever Hospital, or Ward, contiguous to the Medical College Hospital, and to no answer having yet been received by your Committee, to enable them to make over the sum in their hands to the Council, and, he said, if he did not receive such answer, he should take the opinion of the Committee upon the propriety of vesting in Government Security the sum thus in

FEVER HOSPITAL AND MUNICIPAL INQUIRY. 7

the Union Bank, amounting to Rs. 60,313 : 14 : 2. In reply to this Letter he received from Dr. Mouat a Letter, dated the 30th of March 1847, acknowledging the receipt of the Letters mentioned by the Chairman, stating the reasons which had heretofore prevented the return of a definite reply to those Letters—that the Chairman was aware that the Government had undertaken to maintain and support the Fever Hospital in connection with the Medical College—that circumstances connected with the expediency of increasing the Medical College and removing it to a more favourable locality, had caused the building of the Fever Hospital to merge in the question of constructing a new Medical College, for which a very beautiful design had been furnished by Major Goodwyn, and in which provision had not only been made for a special Fever Hospital but for a Male and Female Hospital, &c—and that the whole of that question being then under the consideration of Government, the Council were not then in a position to return a definite reply to the Chairman's communication. He added, that the Funds collected by the Council of Education for building a Fever Hospital amounted already to Co's. Rs. 40,000, of which sum Rs. 2,472 were realized during the past year by interest from judicious investments, the greater part being then invested in Government Security, and that, should the Committee be disposed to make over in trust to the Council the Funds then in the Union Bank, they would be happy to secure them in a similarly productive manner, and to guarantee, not only that they should be strictly devoted to the purposes for which they were collected, and that the structure should be ornamental to the City, as well as constructed with every modern improvement advisable and practicable, but that the Council would spare no effort in their power to cause the design to be carried into effect as early as possible.

Appendix (K)
page 22, No. VIII.
b.

Major Goodwyn's plan was forwarded by Dr. Mouat for the information of the Committee.

On the 1st of April 1847, the Chairman put in circulation to the Members of your Committee a Minute, with which he circulated the answer of Dr. Mouat last mentioned, and requested the permission of the Committee, if they agreed with him in approving of this measure, to make over the Funds then in the Union Bank for the purpose of erecting a Fever Hospital to the Council of Education, in trust for the purposes, and with the guarantee mentioned in Dr. Mouat's Letter, especially stipulating that the Funds made over by the Committee to the Council of Education should be vested in Government Security.

Ibid.—page 22,
No. VIII.

He also circulated among the Members Major Goodwyn's design for the exterior and plan for the interior of the proposed building. He said that the Committee would observe, that the Wards of the proposed Fever Hospital were calculated to receive 350 patients at a time, capable at the average of 12 days for the duration of treatment in cases usually received in Fever Hospital, of receiving in the course of a year about 500 patients, and that it was explained to the Chairman that the lower story was proposed to be vaulted for the circulation of air—that the lowest Wards for the reception of patients would be 15 feet above the ground—and that the expense of completing the Fever Hospital was estimated at a trifle above one Lakh of rupees, which sum was already collected. To the request contained in this Minute of the permission of your Committee to make over the Funds in the Union Bank to the Council of Education, in trust for the purposes and with the guarantee mentioned in Dr. Mouat's Letter, and under the stipulation suggested in the Minute, the Chairman received the unanimous consent of your Committee.

Ibid.—page 21,
No. VIII.

8 THIRD REPORT OF THE COMMITTEE ON THE

Appendix (K)
page 23, No. IX.

The Chairman accordingly wrote to the Secretary to the Union Bank on the 14th of April 1847, directing him to transfer or pay over the Fund then in the Union Bank to the Council of Education.

Ibid.—page 24,
No. X.

Of all these circumstances the Secretary to the Council of Education was informed by the Chairman on the said 14th of April 1847, and on the 23rd of April 1847 Dr. Mouat, the Secretary, wrote to the Chairman, that he was directed by the Council of Education to inform him, that they would gladly accept the trust on the terms mentioned, and spare no effort to procure a speedy and satisfactory fulfilment of the wishes of the Committee, and that the Funds should be duly invested in Government Securities.

Ibid.—page 76,
No. XV. a.

The sum in the hands of the Union Bank, on the 22nd of May 1847 in account with your Committee, amounted by the Bank Books delivered to Dr. Mouat, inclusive of Sicca Rs. 7,000 or Co's. Rs. 7,466 : 10 : 8, in Government Securities, to Co's. Rs. 61,248 : 7 : 10, and the sums due by subscribers not then realized amounted to Co's. Rs. 6,675 : 7 : 9, making in all Co's. Rs. 67,923 : 15 : 7.

Ibid.—page 38.

In his answers to the queries put to him by your Committee, for the purpose of enabling them to complete this Report, Dr. Mouat states, on the 13th of May 1847, that the Fever Hospital Fund which had then accumulated amounted to 40,544 : 2 : 0, of which there had been expended in levelling the ground presented by Baboo Muttyloll Seal and other casual expences, Rs. 177 : 14 : 3, showing a net sum in the hands of the Council of Education of Rs. 40,366 : 3 : 9. To this is to be added the sum above-mentioned, actually collected by your Committee and in the hands of the Union Bank, Co's. Rs. 61,248 : 7 : 10; showing the sum total now at the disposal of the Council of Education for the purpose of erecting the proposed Fever Hospital to be Co's. 1,01,614 : 11 : 7. Capt. Goodwyn's estimate for the Hospital designed by him, amounts to Rs. 1,30,000.

Dr. Mouat, in the above-mentioned letter of date the 13th of May 1847, states, that should the general proposal of removing the College itself be found impracticable, the Council trust, that the extension of the institution in its present position, and building a Fever Hospital, will be sanctioned by Government at an early period. Your Committee, therefore, trust, that, under the enlightened patronage of the distinguished persons now at the head of the Government of India, and of the Government of Bengal, the erection of this Hospital, one of the great objects of the long and anxious solicitude of your Committee, is in a fair way of being speedily accomplished; and it is impossible to bestow too much commendation on the benevolent exertions of the Council of Education and of their indefatigable and praiseworthy Secretary Dr. Mouat, in furtherance of an institution likely to alleviate so great an amount of human distress.

Ibid.—page
Nos. XXXV. and
XXXV. a. and No.
XXXVII. a.

The Chairman of your Committee received on the 19th of June and 22nd of July 1847, two Letters from Dr. Mouat of date the 19th of June and 22nd of July 1847, accompanied by a copy of a Letter from Major Goodwyn Civil Engineer to him, strongly recommending the abandonment of the present site of the Medical College and its Hospital and the fixing upon the ground now occupied by the General Hospital for the site of a new Medical College, and the General and Fever Hospitals proposed to be erected. These Letters were accompanied by specifications and estimates. The Chairman in answer to Dr. Mouat's Letters felt himself under the necessity of expressing his personal dissent from this proposal with his reasons for his difference of opinion, and lost no time in circulating among the members of your Committee the Letters of Dr. Mouat with their inclosures

and a copy of his own answer to that gentleman. These with the observations of each member of your Committee in writing returned to the Chairman will be found in the Appendix.

It will be seen that all the members of your Committee agree with the Chairman in deprecating the erection of the Fever Hospital on the site of the present General Hospital except Major Goodwyn, the original suggestor of the plan. The Chairman had the honour to receive from Dr. Mouat a reply to his letter, expressing his dissent from Major Goodwyn's Proposal, dated the 7th of August 1847, in which he states his opinion to be, that *if the ground on which the General Hospital stands were artificially elevated, perfectly drained, with a clear space of sufficient extent on every side, surrounded by no dead walls, and the neighbouring village kept in a state of salubrity instead of being the receptacle of filth, of which it has the appearance at present*, its position would be well adapted for the purposes of a New College and Hospitals attached to it. But he admits, that the distance from the Town and Port of Calcutta is the greatest and most formidable objection, and upon this, after more mature reflexion, he very candidly states that he is inclined to retract his former opinion and to coincide in the views of the Chairman and the Committee. All these papers are printed in the Appendix and have been transmitted to the Secretary of the Council of Publick Instruction, and it will be for your Honour on receiving their Report to decide this important and most interesting question.

Your Committee now proceed to inquire into the necessity of passing a Law for the Regulation of Ferry Boats; and a Law to prevent the obstruction of the publick Ghauts.

On the 23rd of September 1837, the Indian Law Commission, through their Officiating Secretary Mr. Grant, addressed a Letter to D. McFarlan, Esq., then Chief Magistrate of Calcutta, upon certain suggestions offered by that gentleman for the enactment of certain legal provisions connected with the Police of Calcutta. In his answers to that Letter Mr. McFarlan among other things refers to the Ferry Boats, and says, that he has had people brought before him on the ground of Boats being overloaded, and that no fines had ever been imposed on this class of cases, as undoubtedly there could not, there being no Law authorizing such fines. The want of such a Law was abundantly evident, and had long since been felt.

Mr. McFarlan stated, that he had so far interfered as to stick up boards to caution persons not to obstruct Ghauts; that he was not quite sure whether a Ghaut should not be considered as a publick passage, under the 2nd Section of the Calcutta Bye-Law of November 1814; but to allow a Boat to remain fast to it for four hours, negatived its usefulness: he adds "We never punish in such cases."

It appears that the Indian Law Commissioners addressed on the 19th of January 1838, a Letter to the Government in reply to Letters to them from Mr. Secretary Macnaghten, relative to certain Laws proposed by the Chief Magistrate of Calcutta, and other matters connected with the administration of Criminal Justice in this City, and the Vice-President in Council came, on the 7th of February 1838, to several Resolutions thereupon, whereof the 2nd stated, that His Honour in Council saw reason to believe that a Law for the Regulation of Ferry Boats plying between Calcutta and the opposite bank of the River, is necessary for the preservation of the community from the dangers to which they are exposed from insecure, ill-bound, and over-crowded Boats; but that he thought it advisable that, before any Legislative steps were taken, the Committee of Municipal Improvements be consulted through the Government of Bengal, in regard both to

Appendix (K)
pages 116 to 120,
No. XXXIX. to
No. XLV.

Ibid.—page 121,
No. XLVI.

Pages 106 to 121,
No. XXXII. to
No. XLVI. inclu-
sive.

Addenda to Ap-
pendix (F) page
328, No. 107. (c)

Ibid.—page 330,
No. 107. (d)

Ibid.—page 322,
No. 107. (b)

Ibid.—page 333,
No. 107. (e)

10 THIRD REPORT OF THE COMMITTEE ON THE

the necessity of the proposed measures, and to the provisions of the Laws which, if a Law be called for at all, ought to be enacted : and His Honour in Council also resolved, that the subject of the Law proposed by the Chief Magistrate to prevent the obstruction of publick Ghauts by Boats remaining a long time in front of them be also referred through the Government of Bengal to the Committee of Municipal Improvements.

Upon the question of these Laws, the Indian Law Commission in their Letter to the Government observe, that they have recommended in the Penal Code of Law, a Clause, which would make it penal universally to convey passengers in an unsafe Boat, whether the Boat be unsafe by being overloaded or otherwise. Your Committee cannot help being very humbly of opinion, that no such general Law would answer the purpose of a local enactment required for the Ferries of such a City as this, which ought to be drawn with due attention to the circumstances which require to be particularly provided against. With regard to the obstruction of Publick Ghauts the Law Commissioners observe, in like manner, that this would be made punishable by the Penal Code ; and upon this your Committee beg to report the same observation, that general Laws are not sufficient for establishing particular Regulations of Police, required by the actual circumstances of a particular City.

With these views your Committee will proceed humbly to offer to your Honour their suggestions relative to the provisions of the Laws, which in their opinion ought to be enacted.

The Chairman addressed a Letter to Mr. Patton Chief Magistrate, on the 12th of June 1845, in which he expressed his sorrow, that, very much through his negligence, and partly from his occupations, these two matters formed a part of those which still remained for your Committee to report upon ; and stated, that he was desirous of obtaining the Chief Magistrate's opinion upon the necessity of enactments, upon both or either of these subjects—Secondly, the grounds for that opinion—Thirdly, his opinion upon the sort of investigation which it would be right for your Committee to institute, in order to report upon these matters—Fourthly, whether any old Bye-Laws or Regulations existed, or any Law had been lately passed, regarding them—And lastly, any other observations upon the subject with which he might think fit to favour him.

To this Letter the Chairman had the honour to receive Mr. Patton's answer, dated the 26th of June 1845, in which he stated, that he was decidedly of opinion that a legal enactment was both proper and necessary. His reason for entertaining this opinion was the frequent accidents which occur on the River, attended in many cases with extensive loss of life, from the overloaded state of Ferry Boats, and their being ill-provided with Boat gear, and the inefficient manner in which they are ordinarily manned ; but that the principal cause of those accidents was generally their being over-crowded.

He said the prevention of this seemed to him to be the primary object that demanded attention, and for this purpose it appeared necessary, that there should be particular Ghauts fixed for Ferry Boats, and that these Boats should be numbered and registered, together with the names of the owners : that the capability of each Boat, as regards the number of men it is capable to hold with safety, should be carefully ascertained, and this number, as well as the registered number, should be painted in legible characters on some conspicuous part of the Boat.

In these suggestions your Committee cordially agree. With regard to the number of Ghauts, as well on the opposite side of the River as on the Calcutta side, to be fixed for Ferry Boats, the appointment of a suffi-

Addenda to Appendix (F) page 324.

Ibid.—page 326.

Appendix (I) page 55, No. 35.

Appendix (K) page 56, No. 36.

Ibid.—page 56.

cient River Police for enforcing the Regulations, and the penalties to be imposed on those who violate them, your Committee will presently address themselves to these questions.

The Chief Magistrate stated, that he was not aware of the existence of any old Bye-Laws or Regulations, or any Laws passed since the date of the Resolution of the Government, that had reference to the matter in question.

With reference to the obstruction of Publick Ghauts, the Chief Magistrate was of opinion, that the proposed Law would be highly desirable, although it might be questionable whether the Government would consent to bear the expense that would be incidental to its efficient working. As regarded the Ferry Boats the Registry Fee, however small, would go to cover the expenses the carrying out of the Law would entail; but, as respected the proposed Law for the prevention of obstructions, there could be no income, and the State would have to bear all charge of establishment, &c. necessary to the purpose.

In this your Committee entirely concur; but they humbly think, that the increase in the River Police Establishment, necessary for the Regulation of the Ferries, would enable that establishment, with a very small further increase of their number, to effect the purpose of keeping the Ghauts free from obstruction; and that any expense that might be necessary for this purpose would become not worthy of consideration, when compared with the very necessary object of keeping free from obstructions so great a Harbour, which is frequented by so large a number of Ships, and Boats of such various descriptions, employed in the service of this great commercial City, for the promotion of its wealth, and the accommodation of its inhabitants. Your Committee are of opinion, that the questions, which have been proposed for their consideration regarding the Regulation of Ferry Boats, and preventing obstructions of Ghauts, are intimately connected with the more general question of maintaining an efficient River Police. The whole subject they think your Honour will agree with them in considering as one of the most important of the many important matters connected with the welfare and prosperity of this City.

But your Committee will first call your Honour's attention to the information they have obtained relating to the two subjects particularly referred to them. Mr. Patton having suggested, that the sort of investigation, which he thought it would be proper to institute in order to report upon these questions, should be the oral examination of those who frequent the River, and have opportunities of witnessing the accidents that frequently occur; and that such persons, he presumed, might be found in the Master Attendant's and Harbour Master's Departments, and among the Inspectors of Customs, and the better class of Preventive Officers; the Chairman addressed Letters accompanied with certain Queries, which will be found in the Appendix, to W. Bracken, Esq., Collector of Customs, to Captain T. E. Rogers, Master Attendant and Superintendent of Marine, to Captain E. Manslow, Harbour Master, to Captain W. Boothby, a Surveyor of Shipping, Captain E. Oakes, a Surveyor of Shipping, Captain G. W. S. Hicks, Superintendent of Police, Major F. W. Birch, one of H. M's. Justices of the Peace, Rustomjee Cowasjee, Esq., one of the Members of your Committee, and E. Jenkins, Esq., Magistrate of Howrah, from whom respectively he received Answers to the Queries he had put. Your Committee were of opinion, that these answers were so full and satisfactory, that it was not necessary for them to pursue the matter further by oral examinations.

Mr. Bracken states, that personally he must confess entire ignorance and utter inability to offer any suggestions on the subject under considera-

Appendix (K)
page 56.

Ibid.

Ibid.—page 76,
No. XVI.

Ibid.—No. XVII.
Ib.—Nos. XVIII,
XIX, XIX, a,
Ibid.—No. XX.
Ibid.—No. XXI.
Ibid.—No. XXII.
Ib.—No. XXIII.
Ib.—No. XXIV.
Ibid.—No. XXV.
Ib.—No. XXVI.

tion, but he had been glad to avail himself of the knowledge in this respect of an intelligent Officer attached to his Department, Mr. E. O'Brien, the Head Inspector of the Preventive Service, and whose situation also as Supervisor of Dhonies, had afforded him opportunities of acquiring information that might be depended upon: he accordingly enclosed that gentleman's Answers to the Queries put by the Chairman.

Appendix (K)
page 79, No.
XVII, a.

His answers state, that there are only three Ferry Ghauts on this side of the River, and three corresponding Ghauts on the other side; that Boats are available at all times, from daylight in the morning to 10 o'clock at night, and sometimes later in fair weather; that the ordinary fare is half a pice for each individual, in open Ferry Boats that carry 40 to 50 persons each, and one pice in the Dinghies that carry from 20 to 25 men each. He says there is a Rule fixing the number to each Boat, but from want of an efficient check it has become a dead letter: that the open Ferry Boats registered to carry from 20 to 28 persons each, take on board from 40 to 50, and Dinghies registered to carry 10 to 12 persons, convey over 20 to 25—that the rule is seldom or ever observed; the Manjees take over as many as they can crowd into their respective Boats—that the Boats plying for hire are, generally speaking, ill-manned and otherwise ill-conditioned, but that on this head the opinion of a Nautical man would be valuable. He says that accidents frequently occur from the Boats being inconveniently crowded during the freshes, and when it is blowing hard—that he has frequently at such times seen the gunwales of the open Ferry Boats within half an inch of the water's edge—that loss of life from the want of stringent Regulations very often occurs. He says, that all Boats whether Ferry Boats or plying for hire to take parties to and from Ships, or from one part of the River to another, should be numbered and registered—that the present system, he speaks from personal observation, is of no use whatever. It would, in his opinion, be advantageous to have the names of the owner and Manjee, number of the Boat, and the number of persons it is licensed to carry, painted on a conspicuous part of the Boat. He says he can scarcely venture to offer an opinion as to what other Regulations it would be expedient to enforce by Law; but he suggests the taking security from the owners or Manjees of the Boats, or from both, and the punishing by fine any infraction of the Law. He says, that the Ferry Ghauts he had already mentioned as the only ones, to wit Neemtollah, Armenian, and Colvin's Ghaut, on this side of the River, and the corresponding Ghauts, Sulkea, Howrah, and Ramkistopore Ghauts, on the other side, are decidedly most convenient for the publick, and that there do not appear to be any restrictions necessary as to time except during spring flood-tides and the height of the freshes. In regard to the obstructions of the Ghauts he is not aware that there is any danger to be apprehended from the crowded state of the Ghauts, but that there is very great inconvenience occasioned by their being blocked up by Steamers, Accommodation and Cargo Boats, as well as by Natives bathing at them. To obviate these he thinks it would be necessary to establish the following or some similar restrictions.

First,—Certain Ghauts to be set apart for the Natives to perform their ablutions at.

Second,—Other Ghauts for Boats to load and unload at.

Third,—Other Ghauts for Boats to ply at for hire.

Fourth,—To prevent Steamers, Accommodation Boats, &c. from making fast to the shore by chains or warps, also to make Boats lie between, and not at the Ghauts, whether laden or empty, and to leave a clear passage for Boat of all descriptions to pass up and down between the Ships in the mooring

and the shore, and also from Burra Bazar Ghaut and Hautkhollah Ghaut to keep a clear passage.

He says, it is absolutely necessary that something should be done to keep this part of the River from being blocked up, as it is at present, by Up-country traders' Boats and Cargo Boats of all sizes and descriptions.

In regard to the Ghauts on this side of the River, from which the Ferry Boats regularly ply, Capt. Onslow differs a little from Mr. O'Brien's account, stating that these Ferry Boats regularly ply from all the Ghauts, except 7 or 8, which he mentions: he agrees as to there being a proper fare, from half a pice to one pice, but states it to be according to the state of the weather: he concurs in saying that there is a Custom or Regulation in regard to the number of persons admitted into the Boats, but very badly arranged; the regulation number being far too many in a tide-way; never stringently enforced, and now become a dead letter; that the Regulations commenced at Howrah; that the whole of the Boats belong to the Howrah side; that no licenses are given; and that there are no Regulations for this side of the River. He approves of the numbering and registering of the Boats allowed to ply as publick Ferry Boats. He is of opinion, that no Regulation can be made as to what number of Ghauts, and at what stations, ought to be fixed for the departure of Ferry Boats on the Calcutta side, or on the other side for their return, it being necessary for the Boatmen to accommodate themselves in this respect to the tide. He is of opinion, that there is more roguery committed, and more lives and property lost in proportion in the Boats plying from the Ghauts below Howrah Ghaut on that side of the River, than at the other Ghauts, owing to the fact of their being more out of the reach of the Howrah Police. Consequently the Boats are more overloaded; and frequently, he has no doubt, capsized for the sake of plunder. He concludes by observing, that no Law can be effectively carried out to remedy the many evils enumerated in the above Questions and Answers, without a good and efficient River Police, with a good, active, responsible person, as Registrar of Boats and Superintendent of that Police.

With regard to the obstructions of publick Ghauts, Captain Onslow says, that there is much inconvenience.

Capt. Clapperton, Capt. Boothby, Capt. Oakes, and Capt. Hicks, say that there are in truth no fixed Ghauts on either side of the River, from which these Ferry Boats ply, nor any fixed fares—that these Boats cross at all hours of the day, and in the fruit season nearly all night, and extort all they can get from the passengers; the proper fare being from half a pice to one pice, according to the state of the weather—that passages in such Boats can be obtained for half a pice or less in proportion to the ability of the passengers to pay, and that very poor people are taken gratis—that the Manjee leaves the Ghaut when he has obtained what he considers a sufficient sum to repay him for the trouble.

It appears from this account, that the owners and proprietors of these Ferry Boats are not subject to the jurisdiction of the Calcutta Police, except when they themselves or their Boats are on the River, or at a Calcutta Ghaut, and that the very proper and useful Regulations, said to have been made with reference to Howrah, have long ceased to be carried into effectual execution.

Captain Onslow agrees with Mr. O'Brien as to the condition of the boats, and states that they are insufficient and deficient in all points, and that accidents frequently occur attended with loss of life and property to a considerable amount of both.

Appendix (K.),
page 84, No. XX.

Ibid.—No. XIX, a.
Ibid.—No. XXI.
Ibid.—No. XXII.
Ibid.—No. XXIII.

Ibid.—page 84,
No. XX.

14 THIRD REPORT OF THE COMMITTEE ON THE

Appendix (K)
page 82, No. XIX,
a.

Captain Clapperton says, that they are very inferior to the Gardwarry or Ferry Boats employed on the Ganges, and that many accidents occur from their being overloaded in rough weather and unskilful management, and that he has witnessed a small Boat, without a house choppah, conveying 30 or 40 passengers with only a single oar to propel her, besides the steersman's scull or steering oar.

Ibid.—page 89,
No. XXII.

Captain Hicks reports, that the Boats generally used are by no means good or sufficient, and are invariably ill-appointed both in tackle and hands.

Ibid.—page 86,
No. XXI.

Captain Boothby differs from the account given by the other gentlemen, who have returned Answers to the Queries put with regard to the condition of these Boats. He says that generally they are good, and also well-manned, and *when properly laden*, he considers quite safe; *but that very few arrive at or leave the Ghaut in that condition.* It follows, that he also must think very few of them safe.

Capt. Boothby says, that he knows from actual observation that not only much property, but many lives are lost every month from the want of Regulations, and people to enforce them. He says, that these losses occur by the upsetting of Boats from their being overloaded—that a very short time past he saved upwards of a dozen of people of both sexes who had escaped from a Boat that had sunk, and one of the people he questioned told, that the Boat was marked to carry 25 people, but that he had counted 36, and that the Manjee had been heard to say he had received fares for 42. It was supposed eight lives were lost in this Boat. He also says, that it was only three mornings since, whilst passing Colvin's Ghaut, he saw a Boat capsized by merely grazing over a vessel's cable. Now this Boat had not only a full complement of passengers, but was also laden with baskets of vegetables to a great height, and so deep was the Boat, that there were no more than two inches of gunwale out of water. Fortunately the accident happened close in shore, otherwise he thinks it likely many lives would have been lost.

Ibid.—pages 84,
87, 89, Nos. XX,
XXII, XXIII.

Capt. Onslow, Captain Oakes, and Capt. Hicks, are aware that accidents frequently occur from Boats being overloaded, by which great loss of life and property is frequently sustained, and that the frequency of these accidents may doubtless be attributed to the want of proper Regulations, which are very much required.

All the gentlemen who have answered the Queries, concur in the advantage that would result from a Regulation that the Boats allowed to ply as publick Ferry Boats, should be numbered and registered, and the name of the owner registered, and that these, together with the number of persons the Boat is licensed to carry, should be painted in legible characters on some conspicuous part of the Boat. It is generally recommended that the name of the Manjee also should be painted on the Boat. This perhaps might be attended with some difficulty and inconvenience, if the Manjee were the servant merely of the owner of the Boat. But it appears from Major Birch's account, that the Manjee is truly the hirer of the Boat, and as such its responsible manager.

Ibid.—page 83,
No. XIX, a.

Captain Clapperton considers that a registry of *all* Boats employed upon the River is urgently required, and that the Boats should be numbered and registered with the names of the owner and Manjee, the number of oars or Dandeeds, its burden in maunds, with the number of passengers it is allowed to carry;—the owner should give security to a certain amount before a license is granted to him, for which a corresponding fee might be charged to meet the expenses of a registry establishment—the number of

the registry, with the weight in maunds, should be marked on the quarter of the Boat, and on the Ferry Boats the number of people they are licensed to carry—that the name of the owner and name of the Manjee should also be marked on the quarter of the Boat.

This Act he considers should include all descriptions of Boats plying off town for hire; for if applied only to Ferry Boats it would easily be evaded.

Capt. Boothby adds upon this subject, that if each Boat was marked with a paint line, how deep she could be loaded, much further mischief would be prevented—that the custom at present is for these Boats to get all the cargo they can, and then take their accustomed number of passengers, throwing out cheaper fare as an inducement. If a load-mark was given to each Boat, this could not be done. To the same purpose Capt. Oakes says, I consider it absolutely requisite that all Cargo Boats, Ferry Boats, Dinghies, and every description of Publick Boats, should be licensed, registered, and numbered in a very conspicuous manner on each side, both in English and Native characters, as also the number of persons they are allowed to carry, and the Ghaut they are allowed to ply from.

Appendix (K)
page 86.

Ibid.—page 87.

Capt. Boothby recommends as the only way of reforming the present system the establishing a regular Code of Rules, and the fixing upon particular Ghauts from which alone they would be allowed to ply, and at those Ghauts having an establishment purposely to *enforce* the Regulation. Capt Oakes believes, that nothing less than the employment of a respectable European Superintendent, and Peons under him, on the banks of the River, would have the desired effect, and this person should have an office and residence on the Strand, where parties could make their complaint either by day or night.

Ibid.—page 86.

Ibid.—page 88.

Major Birch says, that he has all along urged the expediency of registering and numbering *all* Boats that ply upon the River, whether Ferry or Cargo Boats, and he thinks the name of the Manjee (not owner, as these Boats are all let out to Manjees and crews), together with its number and legal complement of passengers should be painted on some conspicuous part.

Ibid.—page 97,
No. XXVIII.

Mr. Jenkins concurs in the expediency of having Boats of every description that are permitted to carry for hire, duly registered and numbered, with the name of the owner, and in passage Boats the number of passengers it is permitted to carry; and he says he has adopted this custom [in regard to the Ferry Boats] as far as it is in his power.

Ibid.—page 97.

In his answer to the 5th Query, Major Birch draws a most lamentable, but it is to be feared not untrue picture of the apathy shown here in regard to rendering assistance by the crews of other Boats to Boats in distress, in order to save the lives and property of those on board, and he proposes the enforcing some penalty on the crews of such Boats as refuse or neglect to render assistance to others in a state of peril. Your Committee think that the attempting to enforce such penalties would be found very difficult and inefficacious, and they would rather suggest the offering of suitable rewards to such as by their exertions should be the means of saving life or property.

Major Birch concurs in the great inconvenience and cause of complaint arising from the crowding of Boats with cargo, and passage Boats, at the Ghauts, and recommends the allotting certain Ghauts for passage Boats, where Cargo Boats should not be allowed to put to, and certain other Ghauts for Cargo Boats, where the publick might be allowed to land, putting up with the inconvenience of detention; and he designates the

Ghauts he would appropriate to these purposes. He particularizes several Regulations which merit attention.

He says that complaints are frequently made, and that the cause much oftener occurs without any complaint being made, of the behaviour of the Boatmen in *forcing* passengers on board their Boats, of course only in the case of women, and the weaker of their own sex. But he believes that many a poor fellow, who has been reported to have accidentally fallen overboard from a Dinghy on his passage to his Ship, has been forced while in a state of helpless intoxication on board a Boat, and then robbed and murdered by being thrown overboard and drowned. He thinks effective Ghaut supervision, with the numbering of all Boats, would put a stop to this forcing system, and save many a valuable life. If a person of the experience of Major Birch can believe in the existence of such frightful atrocities, it seems high time that a sufficient River Police should be established.

Major Birch says, that the plundering of Cargo in transit has all along been very great—but he has considered the merchant alone to be blamed. Your Committee agree that great blame is imputable to the merchant, for entrusting valuable property to such persons as are mentioned by Major Birch, or, upon occasion of shipping goods, or landing them from shipping in the River, which have fallen under the observation of some of the Members of your Committee, to persons as incapable of carefully discharging the duty, and perhaps less trust-worthy. But this surely does not exempt the Government from the duty of giving to the transit of goods, in so large and important a Harbour, all the security which can be afforded by an active and vigilant Police, acting under efficient and carefully considered Regulations established by Law.

In regard to the number of Ghauts, and at what Stations, which ought to be fixed for the departure of such Ferry Boats from the Calcutta side, and at what times of the tide, and the number of Ghauts and Stations on the other side, which ought to be fixed, and at what times of the tide, there is some difference of opinion. We have already seen that Mr. O'Brien thinks, that the three Ghauts on each side, which he has mentioned, are most convenient for the publick, and that there do not appear any restrictions necessary as to time, except during spring flood-tides, and the height of the freshes. Capt. Onslow is of opinion, that no Regulation can be made on this point but that the Boatmen must accommodate themselves to the tide.

Captain Boothby considers four Ghauts on each side of the River would be ample for all purposes of traffick between Baboo's Ghaut and Nimtollah, and two at Cooly Bazar; and it would also prevent much confusion, and he thinks theft, if they were only allowed to leave this side at fixed times, say every hour between 5 A. M. and 7 P. M., after which nothing but regular Dinghies ought to be allowed to pass—he does not think it would be advisable to tie them down to any particular time of tide—only let the Boats be properly loaded, and there is no danger to be feared, more especially if the shipping were moored so as to leave a clear space opposite each Ghaut. He says that much nefarious traffick is carried on through these Ferry Boats being allowed to pass free from enquiry at all hours, and he knows from experience that large quantities of opium, bang, and salt, and other articles are smuggled into Calcutta through these channels.

Captain Oakes is of opinion, that the Ghauts fixed upon for regular Ferry Ghauts should be as clear as possible from the shipping at the moorings, to prevent accidents which frequently occur amongst the buoys, and

Appendix (K)
page 80.

Ibid.—page 84.

Ibid.—page 85.

Ibid.—page 88.

FEVER HOSPITAL AND MUNICIPAL INQUIRY. 17

that the time of departure of the Boats may be regulated by the Superintendent, as they now ply at all times of the tide. The number of Ferry Ghauts at present in use on the other side of the water he believes to be sufficient; these are Goolabarree, or what is termed Sulkea Ghaut, Howrah, Goladangah, and that at Seebpore.

Captain Hicks says, that the four Ghauts named in his reply to the first query ought to be fixed for the departure of Ferry Boats on the Calcutta side, and Boats might with safety be suffered to start at all times except when the bore is expected to set in, and on these occasions they ought not to be permitted to quit within one hour of its appearance. He says, that the four Ghauts used on the other side will, he believes, answer every reasonable purpose, and he names them Sulkea, Goolabarree, Howrah and Ramkistopore.

Appendix (K)
page 90.

In regard to the obstructions at the publick Ghauts Captain Onslow differs very materially from Mr. O'Brien, as to the danger arising from this cause. He says that there is much inconvenience and danger, amounting to the destruction of life and property, arising from the obstructions at these Ghauts, and these obstructions have greatly increased at the principal Ghauts since a recent order prohibiting Budgerows and Beauleahs lying off the Esplanade, as well as from the publick Ferry Boats and private Dinghies at these and all other Ghauts. These obstructions and inconveniences may be obviated by many measures, and he mentions some, which he himself had suggested, and which will be found in his evidence.

Ibid.—page 58.

Captain Clapperton says, with regard to preventing obstructions at publick Ghauts, that, independent of the destruction of pukka Ghauts by allowing Boats to lie upon them when the tide is high, much inconvenience and damage to publick and private Boats occurs by the evil practice of blocking up the Ghauts. It seems to him therefore highly expedient, that all pukka Ghauts extending into the River, and intended to facilitate the landing of passengers should be marked off by strong posts running out to low-water mark, within which line of demarcation no Dinghies or other passenger Boats should be allowed to remain but for the purpose of landing and embarking passengers.

Ibid.—page 83.

Captain Boothby says, that the amount of inconvenience occasioned by the indiscriminate use of the Ghauts of Calcutta is beyond conception, and in no part of the world have the dishonest so great facilities of carrying on their various practices afloat. He thinks that a Code of Laws could easily be framed, which, if honestly carried out, would effectually correct these manifold evils. He thinks much could be done by having rules laid down for the Regulation of Bhurs, Dinghies, Passage Boats, and Beauleahs, fixing the Ghauts at which alone they will be allowed to lie, and the times at which they will be allowed to traverse; having passes if requisite for extra hours. He says that the inconvenience to passengers by the indiscriminate use of the Ghauts is actually very great; but he does not think there is much danger or loss of life caused by it, and he considers all would be avoided if each class of Boats had Ghauts allotted to them for their particular use.

Ibid.—page 87.

Captain Oakes says, that the greatest obstruction in his opinion proceeds from Cargo and large Up-country Boats. These, when not employed, are moored in great numbers between the shore and the inner mooring buoys, from the Custom House to the Armenian Ghaut, so as to completely block up the passage, and cause all Boats on their way up and down the River to proceed outside the shipping and buoys, which sometimes is totally impossible from the strength of the tide, and exceedingly dangerous

Ibid.—page 88.

to attempt. The larger Boats when not engaged, should be moored two abreast in a line above the Armenian Ghaut at a sufficient distance from the shore, to allow of a passage inside them. The Up-country Boats should land their cargoes above the shipping Ghauts. They are large unwieldy Boats, and not easily managed among ships and buoys in a strong tide-way.

Another great obstacle he says is caused by Boats of all description lying at the Ghauts for hours together, blocking up the passage entirely, and preventing persons from landing without going over them. The whole of the banks of the River on the Calcutta side, from Chandpaul Ghaut to the New Mint, should be appropriated to the landing of goods, loading of Boats, and the embarking of passengers; the great inconvenience now experienced arising from the River frontage being occupied by private individuals. He concludes by saying, that for the last eight or ten years he has been in the daily habit of landing and embarking from either the Armenian or Bebee Ross' Ghauts, which he says nearly join each other and has very frequently been obstructed by the wrecks of Boats, spars, old guns, iron kentledge, broken anchors, etc., thrown out of Boats at any time of tide, and allowed to remain for days and weeks together, according to circumstances. Boats coming to the Ghauts at night are often bilged by these obstructions; indeed a look at Bebee Ross' Ghaut at the present time would satisfy any one how needfully regulations are required on the bank of the River.

Major Birch, and Mr. Jenkins, agree that there are not,—Major Birch says there never were—any Regulations regarding the number of persons to be admitted into the Ferry Boats with reference to their size.

Mr. Jenkins says, he has made a Rule for the last 3 months upon this subject of his own authority, which, if it be in the power of a Magistrate in the Mofussil to make Laws of this nature, must be considered a great improvement so far as regards passengers coming from Howrah to Calcutta, but no such Rule can at any rate apply to those going from Calcutta to Howrah, who amount to an equal number. Mr. Jenkins states, that he was induced to make this Rule by the frequent complaints made to him by passengers that the Boats they crossed in had been so loaded as to render them dangerous. He says, that Boats above 50 maunds are required to have 3 Boatmen and one Manjee. But he finds the Rule little attended to. He does not say by what authority the Rule is prescribed.

Major Birch thinks the Boats very well suited for the purpose, and sufficiently manned for the ordinary passage across, that is, carrying only their proper complement of passengers, but not when crowded with passengers, and at the season of the freshes and bores. He says they are then very unsafe. They never have more than three hands, oftener only two. Practically, therefore, they must be considered, in Major Birch's opinion, very dangerous Boats.

Mr. Jenkins states, that these Boats are in general but badly built without any regard to their being sea-worthy; that they are built for hire with little care in the construction of them, and their having the requisite number of hands is little attended to. The jurisdiction of the River being under the Chief Magistrate of Calcutta, he has no data respecting the loss of life and property, but is aware there are many accidents, particularly during the rainy season.

With regard to the loss of life and property from the want of judicious Regulations properly enforced, there is but one opinion, that this loss is very frequent and of great amount.

Appendix (K)
pages Nos.
XXVIII. and
XXX.

Ibid.—page 101.

Ibid.—page 96.

Ibid.—page 101.

FEVER HOSPITAL AND MUNICIPAL INQUIRY. 19

Major Birch states, that accidents used frequently to occur, (meaning when the River Police was under his Superintendence) with loss of life he believes to a considerable amount, but particulars of the actual loss of life could seldom or ever be obtained; that if the Boatmen escaped with their lives they absconded for a time.

Appendix (K)
page 97.

Major Birch reports, that during the year 1837, he took a census of the population of the City of Calcutta, and of the number of individuals entering and leaving the boundaries within the 24 hours. Those entering and leaving by the western or River side, amounted to either 12,000 or 13,000, but he is unable to speak positively as to which amount, no copy of these Reports, he regrets to say, being now to be found in the Chief Magistrate's Office, the originals having been sent in, and no copies kept.

Mr. Jenkins reports, that from what information he could collect respecting the probable number of persons residing in Howrah, who daily find employment in Calcutta, the following average may be depended upon as nearly correct.

Ibid.—page 102.

Writers and persons engaged in different offices,	1,000
Coolies, workmen, women, etc.,	2,000
Total, ...		3,000

He has also furnished your Committee with a statement, showing the number of persons, and also the traffick, which passed daily between Howrah and Calcutta on three days, from and to the two larger and more frequented of the Howrah Ghauts, and on two of the said days from and to the two less frequented Ghauts. The daily average number of persons crossing the four Ghauts together was above 20,000. The number of Boats of various sizes, registered in the office of the Magistrate of Howrah, for the ferrying across this large number of persons, is 324. It appears that on each of these Boats the number of the Boat, and the number of passengers it is permitted to carry, are painted in legible Bengalee characters on the sides of the Boat.

It appears that these very creditable Regulations by no means answer the purpose of securing the sufficiency of the Boats, either in regard to their being well built, and sea-worthy, or their being properly manned, or free from the danger of being over-crowded with passengers. It appears that there are no sufficient means of enforcing these admirably meant Regulations at Howrah; and at Calcutta no such Regulations exist, or can exist without a publick Law.

It may well be that the number of passengers has increased greatly since Major Birch's census. The extent and population of Calcutta have increased greatly since 1837, when it is probable Major Birch's census showed the amount at 16,000, the whole number of persons daily entering and leaving Calcutta, being returned by that census at 175,000, in 1837. There seems no reason, therefore, to doubt the probable approximate average returned by Mr. Jenkins. So that the number of persons, who *must* cross and re-cross daily, is 3,000, and of those who actually do cross and re-cross daily, is upon the average 10,000, the safety of whose lives depends upon the Ferry Boats being placed under good Regulations, and efficient supervision. Mr. Rustomjee Cowasjee concurs with the other gentlemen examined in saying, that there are no fixed Ghauts from which passage Boats ply but that they ply according to the state of the tide; that there are no fixed times at which passage Boats can be obtained or fixed customary fares—that during the time when the labourers come from Howrah and return to

Ibid.—page 98, No.
XXVIII.

Appendix (K)
page 99, No.
XXIX.

it, the Boats are very generally most fearfully and dangerously crowded that the fares vary from $\frac{1}{4}$ to $\frac{1}{8}$ of an anna, and this in the same Boat—the men being governed more by the number of applicants than any fixed rule that no interference is ever offered to [prevent] their cramming their Boats to a sinking state; that the Boats are very slightly built, and the men very inefficient, while the crowded state of the Boat often renders it difficult to avoid danger, and utterly impossible to extricate her when once in a dangerous position; that from the want of Regulations upon the above subjects, accidents frequently occur attended with loss of life and property, he imagined to a considerable extent. He agrees, that the Ferry Boats should be numbered and registered, and that the name of the owner, together with the number of passengers it is permitted to carry, should be painted in legible characters on some conspicuous part of the Boat, and that it should be provided that heavy fines be stringently enforced—that the Boats should be classed, and a fixed rate of hire established—that both Boats and men should be examined as to their efficiency every month. He adds several valuable suggestions of necessary Regulations both in regard to the Boats and the Ghauts. He says, that there can be no doubt that an extensive system of plundering exists both as to merchandise, in shipping, and landing cargo, and as to goods in transit. He is not aware that this is frequently or ever attended with murder or personal violence, but believes that suspicions of personal violence to seamen and others of a night have recently been brought to the notice of the authorities.

In answer to some further inquiries which the Chairman took the liberty of putting to Captain Hicks, he had the honour to receive from that gentleman a Letter under date the 31st of July 1847.

Captain Hicks is averse to the Superintendence of the River Police being committed to a separate officer. He says, that the River Police has had quite as much of his attention as any other portion of the Police, and that it does not occur to him that its supervision and arrangement have ever been so irksome and laborious under the present new system and arrangement as to suggest the necessity of its being placed under separate control. He says, it is not difficult to suppose that under the old plan this might have been otherwise, but that now the River Police Department derives very great assistance from the Town Police, and that a separation would, he thinks, render the duties more complicated and laborious, for which he offers reasons which, without doubt, have much of truth to recommend them, but which do not appear, in the humble opinion of your Committee, to over-balance the considerations arising from the great extent of space placed under the superintendence of one Chief Police Officer—from the great number of persons engaged in depredations widely scattered over the whole of this space, more particularly upon the River, and at all hours of the day and night—from day light affording upon the River but small protection from robbery and violence; and the great difference in the means of energy necessary to secure the safety of the River and Harbour, and those called for to preserve the peace of the city.

Your Committee are persuaded that no one man, whatever may be his qualities as Police Officer, can duly discharge the duties of both.

Capt. Hicks gives to your Committee the comfortable assurance, that since February 1846, not a single River robbery has taken place, nor has an occurrence of the sort been reported at the Police Office. Capt. Hicks applies the observation generally to “gang robberies and thefts.”

Your Committee have much pleasure in believing that with respect to gang robberies these are much less frequent than they were some few years

go, and they think this extremely creditable to the Magistrates and the Police; but they cannot think that no occurrence of the sort having been reported at the Police Office is conclusive evidence that not a single River Robbery has taken place, and with regard to thefts your Committee have no reason to believe that these are confined to petty thefts, but extend, as the records of the Supreme Court will show, to considerable depredations committed on valuable merchandise. Capt. Hicks agrees with Major Birch in throwing upon the mercantile community the blame of the frequency of these thefts.

In attributing much blame upon this head to the merchants, your Committee must again repeat, that their being in part to blame for the amount of theft committed upon their cargoes, in their transit between the ships and the Ghaut, can by no means exempt the Government from giving to that transit all the security, which can be afforded by a vigilant Police, and efficient regulations established by Law.

Capt. Hicks is of opinion, that it would be advisable to place the Ghauts and Ferry Boats under proper management; and he thinks when proper Laws and Regulations shall have been passed, committing that management to the River Police, they could easily be carried into effect by increasing the establishment. He thinks the obstructed and filthy state of the Ghauts and the many accidents and deaths which happen from the use of Boats not adapted for Ferry Boats, as well as the crowded state in which they ply to and fro, render the suggestion of measures of improvement worthy of the most serious attention. He regrets the not having been able to procure an approximate estimate of persons who reside in Howrah, but gain their livelihood in Calcutta, the various estimates given him by the different Manjees differing so widely, that he could not offer them as a guide. At one Ghaut the largest, (Meerbhur) it is calculated that about 50 people, residents of Howrah, cross and recross daily.

Appendix (K)
page 106.

Your Committee think it sufficiently proved by the above evidence, that nothing can be supposed more lamentably defective than the provisions in force for the security of life and property in this great Harbour. It clearly appears, that there are no fixed Ghauts on this side of the River, from which publick Ferry Boats ply for the purpose of taking passengers across, nor any fixed times or fares established by Law or by Custom, at which passages may be obtained; but that Boats of various dimensions ply at all times from all the numerous Ghauts on this side, waiting for an indefinite time, to the great detention of many of the passengers, till they have obtained a sufficient, or usually more than sufficient, number of passengers for their remuneration; nor is there any Regulation in regard to the sufficiency and sea-worthiness of the Boats—their being sufficiently manned—or the number of persons who may be admitted into such Boats with reference to their size—on all which the safety of the lives of so many persons in daily transit depends.

It should seem that, on the other side, the places from which these Boats depart for Calcutta are more certain, being only four in number; but in all other respects the want of power to enforce regulations to ensure convenience and safety is the same. With regard to the sufficiency, and good appointment in tackle and hands, of Boats which ply as Ferry Boats, all the gentlemen, except Captain Boothby and Captain Oakes, and perhaps Major Birch agree in considering these Boats as generally insufficient, and ill found in tackle and hands. The gentlemen who say that the Boats are generally good, and well-manned, and when properly laden quite safe, agree

that they are so only when not over-crowded with passengers, which seldom happens, and when there are no bores or freshes in the River.

Upon the whole, it humbly appears to your Committee, that the Government is called upon, by every consideration of public policy and humanity, to propose to the Legislative Council an enactment, which shall provide for the due regulation, not only of these Ferry Boats, but, from the information obtained by your Committee of the inconvenience and danger caused, and the means of depredation and smuggling afforded, by the want of Regulations regarding them, of all other Boats plying in the Harbour for hire, whether for the conveyance of goods and passengers to and from the shipping, or for other purposes, and above all things the establishment of a good and effectual River Police.

With regard to Boats plying in the River forming the Harbour of Calcutta, for other purposes than that of ferrying passengers across, your Committee at a very early period of their proceedings obtained a copy of the Superintendent of Police's Report, then Captain Birch, to the Governor General, respecting the River Police, dated the 29th of September 1836, and printed at page 56 of the Appendix to Appendix C. to their First Report; to which they beg, in connection with the subject now in hand, and in particular with the answers returned by that gentleman to the queries now put to him again to call the attention of the Government.

To this subject, your Committee in their First Report adverted very shortly.

They recommended that the jurisdiction of the Stipendiary Magistrate, which then included cases occurring upon the River, [i. e. within the Harbour] should be extended over both banks of the River, and that the Superintendent of Police, (whose duties have always extended over the River and Harbour, as well as the landward part of Calcutta,) being relieved of the duty of the Collection of Assessment, be required to devote the whole of his time and attention to the executive duties of the Land and River Police and the collection of the Abkarree Tax. Your Committee also recommended, that an efficient River Police Establishment should be placed under the supervision of the Superintendent of Police, under the immediate charge of two or three European Constables: the present Establishment of River Police being, as they stated, very inadequate to prevent the plunder of property in transit to and from the ships, not to mention the other purposes to which that Police ought to be applied.

Your Committee are informed, that part of these recommendations have been adopted; but the records of the Supreme Court show, that they have not succeeded in putting down these offences, of which complaints continue to be made, but attended with great difficulties in the detection of the offenders.

Capt. Birch, in the paper above referred to, mentions the various stages in which goods are exposed to plunder, in their transit between the shipping and the wharfs, and many of the means by which that plunder is effected. He recommends that a registry should be made of all descriptions of Boats plying on the River Hoogly within the Jurisdiction of Calcutta, and that all the provisions of 2nd Geo. III. Chap. 28, should be adopted, and made applicable to the Hoogly River Craft; which, he says, would tend greatly to the suppression of the pillage which now exists.

Your Committee agree with Captain Birch in this recommendation, to the extent of taking 2. Geo. III. c. 28 as a model to be adopted for an Act to be passed by the local Legislature, with such curtailments and adaptations

ons as may be necessary to render it suitable to the circumstances of this Harbour, and River ; and in this Act should be inserted a clause empowering the Government to purchase all such Lands and Ghauts on the Banks of the River, as they shall deem necessary for the purpose of improving the Harbour, and the ferries, the compensation to proprietors, in case of dispute, to be assessed by a Jury.

Capt. Birch then goes on to consider the amount of the Police Establishment adequate to the duties to be performed. He recommends the Superintendent of the Calcutta Police, under the general control of the Chief Magistrate, to be charged with the general supervision of the increased establishment, but to be vested with sufficient authority to deal with river offences.

Upon this subject the late Mr. C. K. Robison, one of the Magistrates, said in answer to a question by your Committee, that he had stated to the Police Committee of 1829, and was still strongly impressed with the belief, that it would be a great convenience to have a separate Magistrate for the ridding, with Jurisdiction on both sides of the River ; and he thought that the River Magistrate should have extended summary power, and have a separate office near the River, and be always in attendance. He was of this opinion from a knowledge of the great loss sustained by owners and masters of ships, from any delay in the decision of their cases, leading to the abandonment of prosecution, and consequent escape of the most determined offenders. He adds, that all Lighters and Bhurs should be registered and numbered. He says the River Police has, in his opinion, been always neglected, and that a separate Magistrate ought to devote his whole time to it. He adds that the loss from plundering is very great.

Appendix (C)
page cxiii.

On the 14th of March 1837 the Rajah Radah Kant Deb addressed a letter to the Secretary to one Division of your Committee, in which, along with his several Answers to the Queries enclosed in the Secretary's Letter to him, he enclosed a copy of his, the Rajah's, Letter to Mr. McFarlan, then Chief Magistrate, containing his opinion on the general state of the Town and Police ; in which Letter he complains much of the Bombetias, or River Pirates, frequently committing depredations upon the Ganges [Hoogly] ; and says that this was imputable to the utter inefficiency of the existing Guard Boat Establishment. He also complains that the Ferry Boats are totally neglected, from want of due attention in the Police Officers—that the Ferrymen neither keep large or secure Boats, nor employ proper Boatmen, Manjees and Dandeas, and overload their Boats with people or passengers, for their own interest, whereby the Ferry Boats are always liable to oversetting and sinking in the River, causing in every blowing season a shocking destruction of human lives. He says, he therefore deems it requisite to suggest that the necessary orders should be issued to employ regular Ferry Boats, and Ferrymen properly trained to their business, and to number and register the Boats, together with the name of the regular Ferrymen or Manjees, in the Police, as well as to fix the number of persons to be taken in each Ferry Boat, with a penalty on deduction from the rule. By so doing the lives of many poor individuals will be saved.

Appendix (F)
pages 20 and 23.

He complains much of the Dinghywallahs as a great nuisance to people desirous of crossing the River ; insisting upon people getting into their boats, and pulling and pushing and actually committing assaults on the persons resorting to the River side. They should, he says, also be registered, and the Dinghies numbered.

It appears, that an order was issued so far back as the 29th of June 1824 by the Magistrates to the Superintendent of the Strand Road, to prevent pins or posts being driven into the banks for the purpose of fastening Boats and not to allow persons to cook on the bank, or to commit any nuisance upon it, and on the 4th of July 1831 an order was issued to the Overseer of the said Road, to cause Boats touching at the Ghauts, immediately to retire and leave the whole breadth free for the access of new Boats, which were to retire in turn to some other part of the bank.

It does not appear that these orders have ever been enforced.

It is certain, therefore, that the dangers and inconveniences caused upon the River, and in the Harbour, have been long known and complained of, obviously arising from the want of any regulations practically existing for their removal or prevention, and of a sufficient police establishment upon the river to enforce the provisions of the common law, and repress crime—a state of things which still exists; but for which adequate remedies ought without delay to be provided.

What the dangers and inconveniences requiring to be remedied are, appears sufficiently in detail upon the Evidence your Committee has laid before Your Honour, and your Committee would humbly recommend the appointment of a Commission, composed of some or all of the gentlemen they have examined, practical men acquainted with the nature of those dangers and inconveniences, in conjunction with the Magistrates, to point out in detail the Regulations they should concur in proposing, and the submitting to counsel these Regulations, together with the above mentioned Act of Geo. III. and the suggestion of your Committee to insert a clause empowering the Government to purchase Lands and Ghauts on the Banks of the River, directing the learned counsel from these materials to frame a suitable Act to be presented to the Legislative Council.

Your Committee having now finished their several Reports upon the various subjects specially referred to them, beg to resign the interesting appointment they have so long held. They are aware, that there are other subjects of importance, which, though not specially named, may be considered to be, as said at the close of their First Report, within the range of the reference to them, under the extended interpretation they have given to the words of that reference, and into which they would gladly have inquired, had the time, and the necessary occupations of some of their members, permitted.

The principal of these are suggested in that Report. Though far from unimportant, they are of inferior importance to the subjects they have carefully inquired into and reported upon, and your Committee must leave them, and perhaps other matters, if the Government shall desire them to be inquired into with a view to the remedies or improvements which they admit or require, to the future investigation of such new Committee as the Government may think fit to appoint to succeed your present one. The near approach of the Chairman's return to Britain will prevent his taking any share in such investigation.

They cannot bring their labours to a close without specially and unanimously bearing testimony to the important assistance they have uniformly received from the intelligent, zealous, active, and indefatigable services of their Clerk, Mr. James Morris, at a very moderate salary, without whose services so afforded the Chairman, upon whom, through the confidence reposed in him by your Committee, the preparation of their Reports, with the exception of that part of their first Report which was drawn by

the first Sub-Committee, has mainly devolved, could not have accomplished what he undertook.

Your Committee respectfully beg leave earnestly and unanimously to recommend this gentleman to the notice of the Government, in the hope that the Government will take his services into its favourable consideration.

COMMITTEE ROOM, TOWN HALL :
30th October, 1847.

(Signed) J. P. GRANT, *Chairman.*

„ F. PEMBLE STRONG, *Surgeon to Mysore Princes*

„ RUSTOMJEE CŌWASJEE.

„ R. SCOTT THOMSON.

„ H. GOODWYN, *Major Engineers.*

„ A. ROGERS.

„ J. H. PATTON.

„ W. P. GRANT.

„ PROSUNOCOOMAR TAGORE.

„ J. GRANT, *Senior Surgeon.*

POSTSCRIPT.—Your Committee since transmitting to your Honour their 2nd Report, have obtained several valuable papers connected with the objects of that Report, which they have deemed it proper to print, and which will be found in the Appendix to their Report.

The importance of the Soondurbun Canals as a line of navigation, much more safe and convenient than the lower route by the Attarabanka, stated in your Committee's 2nd Report, and the great necessity of keeping them perfectly navigable, and, together with their tow-paths, in an efficient state, may be seen from two of the above papers.

In a Letter to the Secretary to the Military Board, dated 8th November 1837, Capt. J. Thomson, the then Superintendent of Canals, states that the south-west monsoon has been very severe in the Soondurbuns, and the number of Boats wrecked in the Roymungul and the Attarabanka, has exceeded any former experience: the amount of the loss may have exceeded 10 lacs of Rupees in the months of May and June last, and the traffick by large loaded Boats was stopt for a time. Some of the loaded Boats attempted to come through the Soondurbun Canals, but grounded and went to pieces in the Chultabarya Canal, not only obstructing it for a time, but deterring others from attempting this safer passage.

Appendix to Ap-
pendix (H) page
No. 514.

And in his Letter in the year following, dated 19th November 1838, Capt. Thomson states, that in May 1837, 400 *Boats of the average burthen of 800 maunds each*, were wrecked in the Attarabanka and Roymungul, valuing these Boats at 1-8 each maund, including cargoes of grain and seeds, the estimated loss was about 4,50,000; the natives estimated the loss at six lacs. He says he stated in his Report No. 109, of the 8th November 1837, that the loss was probably 2,00,000.

T H E E N D .

ADDENDA.

Extract—Proceedings of the Committee upon the Fever Hospital and Municipal Improvements, Tuesday, 9th November, 1847.

"The Members of the Municipal and Fever Hospital Committee cannot permit their respected and able Chairman, to depart from the sphere of his great usefulness, without recording their feeble estimate of the value of his all-important services in the cause of what has now so long occupied his and their attention, and which they have reason to hope, is approaching the point of realization and completion.

From the date of the appointment of the Committee to the present time, a period of twelve years, Sir J. P. Grant has freely devoted his time attention, abilities, and influence to the furtherance of its objects. His great practical skill and sagacity, have suggested the best and most efficient means of collecting information, which his rare powers of discrimination and analysis have reduced to order and rendered practically available.

If the health, comfort, and social advancement of a large community in a great metropolitan City are in any way dependent on its Drainage, Ventilation, and internal economy, and these are matters considered worthy of the attention of the philanthropist and the patriot, then is Sir J. P. Grant entitled to the gratitude of this community, as one of the most enlightened benefactors.

Fever and pestilence, that too often endanger or destroy life, especially among the poorer classes of the population, will be allayed or neutralised by the measures contemplated for securing an abundant supply of pure water and wholesome air to all, which a more efficient system of drainage as well as of domestic and intermural ventilation will bring to the door of the poorest hovel, whilst the architectural and other improvements of the City will tend to foster Native taste and talent now in the initiative of development by the rapid spread of education, and the arts that usually follow in its train.

In all these great and important objects, has Sir J. P. Grant long, unweariedly, and successfully laboured; his reward we trust, it is not too much to anticipate, will be the diminution of mortality, the increase of health and wealth, and the advance in civilization of the metropolis of British India."

